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Hongkong, 8th June, 1906. [64-168]

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Hongkong, 24th July, 1905. [a208]

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The Daily Press.

HONGKONG, MARCH 27TH, 1910.

In the published interview in which GENERAL YIN CHANG, the new Chinese Minister for War, informed a German journalist that he contemplated introducing universal military service in China he taken seriously, Europe and America will once again be reminded of the Yellow Peril. Visions of countless hordes of Orientals descending upon the two continents will be conjured up and people prone to alarms and scares will indulge in fears which have no other foundation than the baseless fabric of a dream. And all because the new Chinese Minister for War has given expression to ideas which, as all those with any acquaintance of the great Empire know, he is incapable of realising or carrying out to any degree. Universal military service in China, even in a modified form, is impossible at present, and for the very good reasons which His Excellency anticipates will militate against his scheme. China cannot provide the necessary funds. That is the barrier to her progress in other directions, and until the finances of the country are re-organised no great reform can be undertaken. That fact is so well known as scarcely to call for mention, and it is certain that such a scheme, however strongly it might appeal to the patriotic sentiments, is doomed to a still-born death. Apparently the General has been impressed by the sight of the well-armed German army of the German Em-

pire. He has seen what a power Germany with that mighty force at her disposal can wield in the councils of the nations, and doubtless he has been struck by the thought of what China with her teeming millions could do if she were provided with such an army. True, China has the men, but she has not the money, and that difficulty is likely to be insurmountable for a longer period than we need anticipate.

The position of China is very succinctly summed up in one of the books of reference in which she appears among the three countries—the others being the United States and Great Britain—which rely upon voluntary enlistment. The writer in question says: "Lack of a competent Governmental and military directorate, and of a central control, absence of any organised financial machinery, want of trained instructors and leaders, diversity of population, inherent distaste for discipline and military service, and prevalence of secret societies must for many years to come exclude China from the category of military powers. An ambitious project provides for the formation, by 1920, of 37 active divisions, 37 reserve divisions, and 74 reserve brigades, a total of 1,150,000 combatants, and the eventual adoption of universal compulsory service. So far ten divisions and ten brigades (6,000 officers and 190,000 others) have been raised. These, though a notable advance on the old-time forces, are as a whole ill-articulated and unavailable for employment in any one theatre. The best troops are quartered near Peking and the various provincial capitals."

Of course we can extend some sympathy to His Excellency YIN CHANG. Naturally on taking up his appointment as Minister for War he seeks to justify the selection made by the Grand Councilors, and desires to introduce some reform with a view to making the army more serviceable, but like many other reformers in China who have found that the country was not prepared for their innovations he will have to realise that it is no use kicking against the pricks. The project may please the more patriotic sons of the Empire, but it is not practicable; neither, if we be candid, can we say it is desirable. Education and the development of her resources may be rightly regarded as having prior claims, because China's integrity being guaranteed she has little excuse for seeking to establish a large army. Besides, the spectacle of the great nations groaning under the burden of excessive armaments, and the knowledge that despite the struggle in warlike preparations the tendency is towards universal peace, should induce other thoughts. China, profiting by the experience of others, may well pause before she enters the mad contest. Her policy should be to anticipate peace, not war, and by devoting her energies to making the utmost of what she possesses within her own borders, with an enlightened attitude towards her Western tutors, she may yet lead the way towards that grand ideal, the dream of poets and preachers, universal peace.

In November last the Legislative Council at the instance of the Sanitary Board passed an Ordinance to set apart certain Crown Land to be used as a burial ground for persons professing the Christian religion other than members of the Roman Catholic Church, and this enactment will receive its full perfection by the consecration service which is to take place this afternoon at the Happy Valley. It is perhaps difficult to understand why the burial ground in question was not dedicated before. The omission is a curious one, and probably had it not been for the agitation which arose over the interment of Chinese in the Colonial Cemetery the subject of dedication would not have been discussed. However, the question having been opened, it was deemed proper that as the Roman Catholics had been in possession for years of a portion of the English Cemetery, the other part of the Cemetery which had been used for the burial of persons of the Christian religion should be formally set apart by law for the interment of "persons professing the Christian religion other than Roman Catholics." The exclusion suggested in the title of the Ordinance is more apparent than real, as the discussion on the Bill elicited the admission from H.E. the Governor that a Roman Catholic could be buried there if he wished, and that the objects and reasons of the Bill as stated in the memorandum were wrong. In short, though it is wished to make the ground a Protestant cemetery, it is difficult to do so in more than name, but apparently that presents no difficulties to the Protestant bodies concerned, who are presumably satisfied with the arrangements made and presumably unanimous in the ceremony which is to take place to-day.

Mr. M. J. Patell, a Parsi merchant and the proprietor of Messrs. Patell & Coy., Calcutta, Hongkong, Canton and Hankow, was entertained to dinner at the Zoroastrian Club on Saturday last on the occasion of his leaving the Colony on holiday. He was also presented with a silver flower-holder by the chairman, Mr. F. P. Shroff, on behalf of the members as a token of their appreciation of his generous support to the club.

The Japan Industrial Bank has closed its Good branch, making the Bank of Korea its agents in Korea. The bank opened business in that city four years ago and rendered good service to the industrial finances of the country. On account of the establishment of the Bank of Korea, it has been considered that there is no longer any necessity for the Industrial Bank to take part in Korean monetary affairs and hence its withdrawal has been decided upon.

The Japanese Military Band en route for London per s.s. *Hibi* is to participate in the Anglo-Japanese Exhibition will play selections in the Public Gardens between 5 and 6 o'clock this afternoon.

Mr. Alexander Montgomery Bruce (44), of 2, Polwarth-terrace, Edinburgh, formerly of the Hongkong and Shanghai Banking Corporation, eldest son of the late Major-General A. A. Bruce, has left personal estate to the value of £11,956.

The Chinese Military General Staff has communicated with the Board of Civil Administration requiring the said Board to inform the newspaper offices that if any military secrets be published their papers will be ordered to stop publication.

The increasing demand for China tea in Great Britain is illustrated by the figures of the official returns, which show an increased consumption of 633,000 lb. for the five months September, 1909, to January, 1910, compared with the previous similar period.

It is stated that the British Museum has acquired for the sum of nine thousand pounds the most important collection of Oriental paintings ever offered in England. They range from the eighth to the eighteenth centuries and belong to the Chinese school.

The report of the Western Assurance Co., of which Messrs. John D. Humphreys & Son are the local agents, shows a trading profit of nearly £79,000 on an income of £577,400 during the year ended 31st December last, a result which the Company's policy-holders will doubtless appreciate.

The American tourists doing the round the world trip seem to have had a particularly good time at Manila. A local journal refers to their departure in the following headlines: "Breaking home ties excited at wharf when Cleveland sails. Many fond farewells and handshakes see the visitors off."

By kind permission of Commodore Lyon, A.D.C., The Buffs will (weather permitting) Troop the Colour in H.M. Dockyard at 12.15 p.m. on Thursday, the 31st inst. Those wishing to witness the ceremony can gain admission to the Dockyard by presentation of their visiting cards at Murray Road entrance.

Two natives appeared before Mr. J. R. Wood at the Magistrate's yesterday on charges of returning from banishment, and one was further charged with stealing a jacket. This charge was not proceeded with, but for returning from banishment each man was sentenced to twelve months' imprisonment and four hours' sticks.

Chao Erh-kuen and Lien-yu have wired asking the Peking Government that as there are many foreigners at Gyantse in Tibet and precautions have been effected against any troubles caused by Tibetans with sufficient number of troops, the Peking authorities will negotiate with the British Minister to appoint a British Consul at Gyantse.

According to the Chinese Press, although the Grand Councilors have recommended Sir Liang Cheng for the post of Minister to Germany, in place of H.E. Xia Chang, recalled to take up the Presidency of the Ministry of War, the charges against him made by Viceroy Yuan Shu-hsin in connection with the management of the Canton railway are still pending, and for this reason his appointment is very unlikely to be confirmed.

It is reported from the Imperial Palace that the Prince Regent attaches great importance to the coming inaugural meeting of the Senate in Peking and proposes to attend this memorable ceremony. The President, Prince Pu Lun, it is stated, has conferred with the Government Ministers, and is of opinion that it would contravene the regulations for the Prince Regent to attend the Senate and its deliberations, added to the fact that the question of his seat would also be a matter of difficulty. A request was, therefore, made asking His Highness to refrain from attending and the suggestion has been accepted.

The Chinese of Cebu have formed a benevolent association, and the articles of incorporation have already been drawn up and are in the hands of the division of archives of the executive bureau for registration under the law. The association has been formed for the purpose of building a new Chinese hospital and improving the Chinese cemetery. The old hospital is to be abandoned and a new one constructed at a cost of P10,000. The association has a capital of almost P20,000 raised among the Chinese of Cebu. All indigent Chinese people will have the doors of the hospital thrown open to them and their remains will find a resting-place in the newly laid out cemetery free of all charge.

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TELEGRAMS.

[Prepared by the Telegraph Message
Copyright Ordinance, 1894.][REUTERS'S SERVICE TO THE "HONGKONG
DAILY PRESS."]AMERICAN BATTLESHIPS
FOR MEDITERRANEAN.

LONDON, March 28th.

A Washington telegram states that the American Government has decided to send the Atlantic Battleship Fleet to cruise in the Mediterranean Sea during the month of November.

RUSSIA'S NAVAL
PROGRAMME.

LONDON, March 28th.

It is stated that the Government will shortly introduce in the Duma a programme of shipbuilding amounting to £75,000,000, covering the next decade.

BRITAIN'S FORWARD POLICY
IN INDIA.

LONDON, March 28th.

The amended Indo-Bhutanese Treaty has been signed, whereby Bhutan receives an annual grant of 100,000 rupees from January 1910. Bhutan agrees to be guided by the advice of Great Britain regarding external relations, and the British are empowered to interfere in internal affairs in Sikkim and Kutchibhar. In the event of disputes arising Great Britain is to arbitrate.

The "Standard" congratulates the Indian Government on this agreement, which in view of China's forward policy, it considers was concluded none too soon.

"THE DOLLAR PRINCESS."

At the Theatre Royal last night the Bandmain No. 1 Opera Company introduced "The Dollar Princess" to a crowded and delighted house. There is sufficient in the title of the play to connect it with the U.S.A., and the connection becomes more pronounced as the play proceeds, for the alluring American tramp and ways lead to the piece much of its charm. Mr. Fred Coyne fills the role of an American multi-millionaire to perfection, while Miss Florence Booth as "Alice," the millionaire's sister, sets her part with all the grace and naturalness with which "Princess Alice" captivates her compatriots. Mr. James McGeath, as "Freddie Fairfax," is a typical young Englishman of marked urbanity and little cash. Mr. Harry Cole makes his bow as "Mr. Bulger," the millionaire's confidential clerk, and his irrepressible humour, as usual, shatters the seriousness of his auditors, who are compelled to laugh with him and to laugh at him. Miss Wilmet Karkkeek as "Olga," a lion queen and a Russian Countess with an unpronounceable name, holds the attention of the audience, while the other characters in the cast combine with the principals in making a success of a comedy which, if repeated after the second night, would still attract a full house to the City Hall.

DEVELOPMENT OF MORO LAND.

The progress made in the Moro Province was the theme of an interesting interview which appears in the *Cabaret American*. Mr. Charles F. Richmond, district auditor of the Moro Province, was very enthusiastic regarding the general condition of affairs in the Moro provinces, and said that everything is having an upward tendency there. At Davao, for instance, the peasant men are jubilant over their prospects and are making money. He said that several of them have stated to him that they had started in with an infinitesimally small capital and that for some little time past they had been enabled to make a good living and two or three hundred pesos per month beside. As their plantations got older their income will correspondingly increase. Rubber is also destined to become a big industry in Mindanao, according to Mr. Richmond. He stated that the samples of this article sent back to the United States had compared favourably with other like products and that it would be but a short time before rubber would be one of the chief products of that island. Although the price of hemp still continued rather low, the tendency was towards a slight increase and the growers were hopeful that before long it would be even better. The lumber industry also, said Mr. Richmond, was greatly increasing and he had heard that before long several new companies were to be started to exploit the woods of that province. On the whole, things are good in the Moro Province, and are steadily getting better. The difficult part of the Moro Province is the one great drawback to a rapid development of the land, but even that is soon to be solved. The Moros except in a few isolated instances, are peaceful now and are giving up the kris and gun for the more peaceful farming implements, and more are coming in every day to learn the lessons of the American farmer.

REVIEWS.

The A. B. C. of Go, the National War Game of Japan, by W. A. DE HAYLLAND. Hongkong: Messrs. Kelly & Walsh.

Japanese "Go" is not mere pushfulness, a characteristic of the race, but is the name applied to a game of strategy, or the national war game of Japan as our author describes it. This game is played on a board usually consisting of a heavy block of yellow stained wood, generally from three and a half to five inches thick, and resting upon four small supports. Instead of the familiar black and white squares of foreign chess boards the whole surface is of the same colour, the field of play being divided into parallelograms or squares by means of cross lines making eighteen squares to a side. The pieces or men consist of smooth stones of elliptical shape and, somewhat resembling buttons and number about 180 of each kind. The object of the game is to capture unoccupied territory and to hold what has been gained.

"Go" is described as a "highly intellectual game in which strategic ability is played to great advantage. . . . It requires cool judgment and skill and ranks with chess in European countries." Curiously enough in China, the land of its origin, the game is no longer popular, but in Japan it is par excellence the game of the educated classes, though universal enough to be called the national game of Japan.

The author gives a very lucid explanation of the rules of the game, illustrated by diagrams, and with this excellent little guide it should not be difficult for anyone to learn how to play.

The Newspaper Press Directory for 1910. C. Mitchell & Co., Snow Hill, London.

There are now a considerable number of these useful compilations, but Mitchell's is the oldest, and, like most old institutions, which march with the times but avoid modern catchpenny methods, it is still well in front. It is up-to-date, reliable, simple in its classification, and ample in its indexing. It is as interesting as it is useful, containing several well written articles, full of information not only to newspaper men, but to mercantile men, and manufacturers, especially those on Colonial and foreign trade, showing where opportunities exist and of what nature.

A SEKSIBLE DECISION.

Under the above heading the Manila *Cabaret American* says:—
Anyone who is familiar with the legal inquiries done to so many Chinese residents of the Philippine Islands in the name of the Chinese exclusion law will be glad to know that the Supreme Court has sustained the sensible finding of Judge Crossfield, that there is no authority in law for deporting a bona fide Chinese merchant doing business in the Philippine Islands. The decision is an oasis in a decidedly arid desert of constructions of the Chinese exclusion law.

We do not know by what process of reasoning the court reached its decision in this case, but certainly by the more simple, rational and direct process. What would be harder to follow would be the meandering logic by which some other judicial conclusions on the Chinese exclusion law have been reached.

There are hundreds of other Chinamen in Manila in the same condition as Tan Sam Yee, the principal in the case just decided by the Supreme Court. This Chinaman, who was shown to own P1,000 worth of stock in a concern doing a legitimate business in the Philippine Islands, was arrested for not having a certificate of registration. The immigration authorities proceeded on the doctrine that the man was not a merchant because he did not buy and sell in his own name at a fixed place of business and the rest of the stuff by which a merchant is defined in the Chinese exclusion act.

To the credit of the Supreme Court and of Judge Crossfield, who decided the case in the first instance, a precedent that follows the rules of common sense has been established. The court holds in its decision that the essential thing is that the Chinaman be a bona fide merchant in the generally accepted definition of that term.

THE UNDER-SECRETARY FOR THE
COLONIES.

Colonel Seely is a popular and well-meaning man, remarks a Ceylon paper, but he knows nothing of the Colonies over which he is in such important charge. We are suffering badly in Ceylon from the application of academic Western principles to our local system of Government, and we should be saved such stupid experiments if we only had in this island a few practical statesmen who knew from practical experience the conditions which prevail in the Colonies. Colonel Seely is not exactly like the famous statesman who, when appointed Secretary of State for the Colonies, sent for a map of the world to see where they were; he at least was in South Africa as a Yeomanry officer for a year, and probably knows the geography of the Empire sufficiently well. Some day we shall have round men put into round holes, and then the Crown Colonies will have ministerial chiefs who will have a lifetime's experience to aid them in doing their work.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 26th at 12.10 p.m.—The depression lying over the Sea of Japan yesterday is moving away over the Pacific to the North of Hokkaido.

The barometer has risen over Japan, while it is inclined to fall again over China. Another depression is probably developing over the Yangtze valley.

Pressure is highest over Manchuria in the North, and over the Pacific in the neighbourhood of the Bonins in the East.

Moderate E. and S.E. winds may be expected in the Pacific Channel and over the northern slopes of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood (°) Same as No. 1.
Formosa Channel (°) Same as No. 1.
South coast of China between (°) Same as No. 1.
Hongkong and Lantau (°) Same as No. 1.
South coast of China between (°) Same as No. 1.
Hongkong and Hainan (°) Same as No. 1.
(°) E. and S.E. winds, moderate; cloudy, fog or mist.

SHIPPING NOTES.

It is understood that further important dock facilities at Portsmouth are in contemplation in view of the greater accommodation which will be required for the ships of the Dreadnought class. The proposed addition will be a large dry dock parallel with the present new dock, and it is expected that this will lead to the provision of more basin accommodation also.

Local shipping has suffered considerably during the past few days from the presence of fogs. Not only the riverine craft have been delayed, but many of the coasting steamers have arrived behind schedule time, and those in charge have not been sorry to reach port and end the period of anxious watching.

The British steamer *Knight Errant*, laden with 10,000 tons of beans from Vladivostok, collided with ice-floes and sustained severe damage. According to a telegram from Tokyo to the *N.C. Daily News*, dated March 17th she sprang a leak and was in danger of sinking when she reached Moji, but the Water Police and firemen came to the rescue and prevented her from sinking. The *Knight Errant* is a steel four-masted steamer of 7,464 tons, and was built in 1898. The owners are the Knight S. S. Company, Ltd., of Green-shield.

Latest in this *Waratah* mystery was revived by a telegram from Cape Town on March 28th stating that a quantity of wreckage has lately been washed ashore at intervals in the neighbourhood of Mossel Bay. A most significant object is a cushion, marked W., while a hatchway, which was found three weeks ago, has been sent to the builders of the missing liner *Waratah*, with a view to identification. It will be remembered that the *Waratah* left Durban for Cape Town on July 26 last, with nearly 200 persons on board, and was seen the next day in a violent storm. Since then she has not been heard of, and was recently posted at Lloyd's as "missing." Mossel Bay is about 250 miles from Cape Town, and 600 miles from Durban.

Following upon the denial that there was any truth in the report, it is now announced that the Hamburg-American Company contemplate the construction of a passenger steamer of mammoth dimensions. A couple of years ago, it will be remembered, *Herr Ballin* had a similar object in view, and entered into a contract with Messrs. Harland & Wolff for the building of the biggest ship in the world, to be called the *Europa*. As events proved, the condition of the Atlantic passenger trade was momentarily unfavourable for the enterprise and the contract was annulled without loss to the Hamburg-American Company. Subsequently the *White Star Line* resolved to build two monster steamships at Messrs. Harland & Wolff's yard, and the first of these—the *Olympic*—is to be launched in October. Instead of ordering his big ship at Belfast *Herr Ballin* has now given the contract for it to the Vulcan Company. Strictly speaking, therefore, the decision means the loss to British shipbuilding of an order worth anywhere from a million to a million and a half. On the other hand, it has to be remembered that Messrs. Harland & Wolff would have no vacant slip for some eight months to come, and these big vessels take a very long time to build. Finding his company in better financial fettle, *Herr Ballin* may well desire that no time should be lost in putting the *Europa* in hand without delay. This rather assumes, however, that the Vulcan Company can hasten the serious preliminary arrangements necessary for the construction of a ship exceeding the *Cunarders* in size. So far, the biggest merchant ship which any German shipbuilding company has produced is the *Georg Washington*, of 21,000 tons, for the Norddeutscher Lloyd. The *Europa* will mark a further stage in the progress of the German shipyard.

The *Cunard* Company has not been long in deciding about its future policy in relation to Queenstown. The call of its home-bound steamers at that port, which was tentatively abandoned during the winter, is not, it is now officially announced, to be resumed during the season. The mail steamers will until further notice continue to proceed from New York to Fishguard, and thence to Liverpool. But the Irish port will not be altogether ignored. The *Carmania* and the *Carmania*, which during the season leave New York every other Saturday, and the *Cunard* steamers sailing from Boston will still call at Queenstown. These are presumably considered adequate facilities for American patrons of the *Cunard* who wish to tour in Ireland. The decision now arrived at will not be welcomed by Queenstown, but it is the inevitable corollary of the success of the Fishguard route to London and the Continent. There will be no alteration in respect of the outward call of the *Cunarders* at the Irish port.

Dependence on foreigners and Asiatics for the manning of many British ships is a regrettable feature of the age. But while there is general agreement that the British sailor is the right man for the British forecastle, there is a curious divergence of opinion among ship-owners as to the reasons why the alien so largely supplants him. Mr. Lawrence Glen, a Scottish shipowner, argues that the status of the British seaman requires to be raised. He declares that owners would give each man a room to himself and every other comfort if that would only induce good seamen to come forward. With a view of avoiding the contaminating tone of the modern forecastle, he suggests the shipment of better men in groups. Such seamen would, however, presumably have to be permanent hands, and existing conditions appear to render that impossible, except in particular cases. But Mr. Glen's views as to the importance of environ-

ment are discounted by Mr. T. Royden, deputy chairman of the *Cunard* Company, who has just been telling the experience of a firm which tried the experiment of providing a very comfortable forecastle, with baths and other conveniences, with a view of attracting good British crews. The outcome was disastrous. Despite the additional comforts of the ship, the crew gave so much trouble that the ship-owners were compelled to take on Asiatics. Mr. Royden repudiates the suggestion that Asiatic crews are cheaper, and asserts that lack of discipline, largely due to foolish and irresponsible legislation, is the real trouble so far as the British seaman is concerned. "When we find shipowners and captains united in preferring Asiatic seamen, it shows," says Mr. Royden, "that there must be something rotten in the state of affairs."

The Eight Hours Act has proved a veritable thorn in the flesh for British shipowners, and this just at a period when they were reasonably hoping for good times. At the annual meeting of the Moor Line Sir Walter Bunciman spoke out strongly on the subject. He described the measure as a disastrous experiment, and as another example of legislative meddling at the bidding of a few irresponsible unscrupulous spirits of no practical experience in matters that are always better regulated when left to the mature judgment of masters and men. "The uncertainty," said the speaker, "of what is going to happen is most perplexing. We have several boats ready for chartering, and have to find employment outside the affected zone. The first I am sending as out of reach as possible. The Moor Line since the Act came into force has lost at our lowest estimate over £2,000. The aggregate loss must be enormous." What with coal-trade troubles at home, and the prolonged dispute in Australia, the gilt has been largely taken off the gingerbread.

AN INTERESTING CUSTOMS DECISION.

A decision that is of interest and importance to importers of foreign-made goods into the Philippine Islands has been handed down by the Supreme Court in the case of *Murphy, Morris & Company versus the Collector of Customs*. *Murphy, Morris & Company* acted as brokers for Messrs. Moll, Kunzli & Company in connection with a shipment of goods. On the face of the invoice the shipper of the goods declared that he was the seller and added to the account for the goods a charge as commission on which a duty was levied by the collector of customs on the ground that it was a part of the value of the goods.

The importers protested the charge, but the lower court found that the shipper being the seller the duty charged was a legitimate one. Had the shipper been a purchasing agent only the charge for commission would not be taxable. The Supreme Court has affirmed the decision of the lower court.

MEMORIAL TO DR. CAWAS LALCACA.

Sir M. M. Bhownagare, writing from 177, Cromwell-road, London, S.W., sends the following circular which he has issued in obedience to a widespread request to *The Times*—You are probably aware that in Bombay and Hongkong there have been raised funds to perpetuate the memory of the late Dr. Cawas Lalca, who met with his death in his attempt to interfere in the fatal attack on the late lamented Sir Carson Wyllie. There is a very genuine feeling here in England that some memorial should be raised in London to Dr. Lalca, so as to preserve the memory of his brave deed in the country where he fell, and to enable those who have not had an opportunity of subscribing in India or Hongkong to join in doing honour to his memory. A certain number of friends have already given or promised me subscriptions for that purpose, amounting to about £50, and by their desire I am now sending round this appeal as to make the project more widely known. The Hongkong and Shanghai Banking Corporation, 3, Lombard-street, B.C., has kindly consented to open an account under the designation of 'Dr. Cawas Lalca Memorial Fund, London,' and if you feel disposed to subscribe to it I shall thank you to fill up the enclosed form with your name and the amount of your subscription, and send it direct to the bank with a remittance, which the bank will duly acknowledge. After the subscription is received, a meeting of the subscribers will be called to decide the form which the memorial should take."

SCARCITY OF TRAMP STEAMERS.

An unusual feature in the freight market situation, says the *Shipping World*, at the moment is the scarcity of large carriers ranging from 5,000 to 7,000 tons. As a rule this class of steamer has been all too plentiful in recent years, and has not infrequently overworked the market to the detriment of rates of freight. But in the last few months there has been a notable diversion of such steamers into long-distance trades, and in the fulfilment of their charters they are kept out of the market. The Australian miners' strike, for instance, has been responsible for absorbing a vast quantity of tonnage to carry coal to the Commonwealth from this country, from America, from India, and from Natal; while incidentally the same strike has created a demand from the West Coast of South America for British coal, thus employing a good deal of tonnage on a long Atlantic and Pacific voyage.

Then the remarkable development of the soyabean trade between Manchuria and Europe has similarly drawn a large amount of tonnage into another long-distance trade; and the activity of the Eastern markets during the last three or four months has been notorious, giving ship-owners the first chance they have had for some years of securing really profitable business. Add to this the effect of the River Plate "slump," which has been followed by a wholesale despatch of steamers in ballast from that centre to the East, and it will be perceived that a combination of circumstances has arisen to make large tramp steamers scarce. The result is now felt in the coal trade, which has to be content with smaller carriers—vessels of 2,500 to 3,500 tons withdrawn from the Bay and Baltic trades. These vessels are not capable of handling the quantity of coal which merchants find it necessary to ship from the Welsh, North-East Coast, Yorkshire, and Scotch ports; and, practically speaking, nearly twice the number of boats is being employed to do the customary work of the coal trade. In the circumstances, it is not surprising, says the *Shipping World*, that rates of freight are firm and rising in the coal trade, and that an advance on the 7s. Genoa basis now obtainable is regarded as highly probable. Not often of late has the shipowner found himself with the ball at his feet, but certainly it is there just now, and he will do well to make the most of it, for the situation is one which will not last long.

LOCAL SPORT.

LUSITANO RECREATION CLUB.

The fourth athletic meeting of the Lusitano Recreation Club was held at the Racecourse at Happy Valley yesterday afternoon. The weather was delightful, the attendance was exceptionally large, and the conduct of the officials left nothing to be desired. Throughout the sports went with that pleasing swing which indicated the close attention of the promoters, and the pleasures of the afternoon were enhanced by the pleasing music contributed by the Band of the 13th Rajputs under Bandmaster Cole. The officials were—

President, Commander J. J. Leira, Vice-President, Mr. A. G. da Rocha; Hon. Secretary, Mr. C. M. C. V. Ribeiro; Hon. Treasurer, Mr. C. M. S. Alves; Hon. Assistant Secretary, Mr. A. J. C. V. Ribeiro; Judges: Messrs. Leo d'Almeida e Castro, J. C. Barreto, A. O. Barreto, D. P. J. Lopes, J. D. Osmund, C. M. P. Ramalho, P. da Rosa, M. E. da Silva; Referee: Mr. C. M. C. V. Ribeiro, Handicapper: Messrs. C. M. S. Alves, A. J. C. V. Ribeiro, A. G. da Rocha, O. F. Rosario, Starters: Messrs. A. E. S. Alves and J. M. V. Remedios; Time-keepers: Messrs. C. M. S. Alves and J. O. Remedios; Clerks of the Course: Messrs. J. M. Brito and E. M. O. Remedios.

Committee: Messrs. J. A. S. Alves, J. M. Alves, F. J. Barreto, F. X. Brito, H. J. M. Carvalho, C. M. Castro, A. A. Cordeiro, B. M. Cunha, E. J. Figueiredo, F. A. Hyndman, E. J. Noronha, A. P. Osmund, F. M. Rosa Pereira, S. Pina, I. Rocha, J. T. Silva, R. C. Silva, A. M. L. Soares.

Results of the various events were as follows—

120 YARDS FLAT RACE (Handicap). First prize presented by the Members of the Catholic Union. Second prize presented by Messrs. Jorge & Co.

J. F. Castro ... 1
E. H. Hyndman ... 2
Time—14 5/8 sec.

HURDLE RACE—120 YARDS (Handicap). First prize presented by the Victoria Recreation Club. Second prize presented by Mr. J. M. E. Machado.

R. C. Silva ... 1
E. A. Carvalho ... 2

BOYS' RACE—220 YARDS (Handicap). Boys from 10 to 15 years of age. First prize presented by Mr. G. J. Sequeira. Second prize presented by Mr. O. F. Ribeiro.

E. M. Castro ... 1
J. Gomes ... 2

BICYCLE RACE, 1 mile (Handicap). First prize presented by Sir Hormazje Modj. Second prize presented by Messrs. J. C. de Remedios & Co.

F. J. Brown, 50 yards ... 1
O. Sequeira, scratch ... 2
Time—3 min. 20 sec.

BOYS' RACE—120 YARDS (Handicap). Open to boys under 10 years of age. Post entries.

First prize presented by Mr. A. G. da Rocha. Second prize presented by Lusitano Recreation Club.

D. Alves ... 1
E. Silva ... 2

GIRLS' RACE, 100 YARDS (Handicap). Open to girls under 10 years of age. Post entries. First and second prizes presented by Hongkong Co-operative Society.

L. Gomes ... 1
A. Rocha ... 2

THREE-LEGGED RACE, 100 YARDS. First prize presented by Mr. A. A. Cordeiro. Second prize presented by the Lusitano Recreation Club.

A. J. C. V. Ribeiro and F. A. Barradas ... 1
P. A. Yanovich and E. A. Silva ... 2

BICYCLE RACE, 2 miles (Handicap). First prize presented by Mr. A. M. L. Soares. Second prize presented by The Eastern Printing Office.

F. M. G. Ozorio ... 1
F. J. Brown ... 2
Time—7 min. 7 sec.

HALF-MILE FLAT RACE (Open to European Sailors, Soldiers, and Police). Three prizes.

Beach ... 1
Austin ... 2
Best ... 3

100 YARDS FLAT RACE (Challenge Cup). Presented by the Members of Club Lusitano. To be won three years in succession before becoming the property of a competitor. First prize presented by the Members of the Sociedade Philharmonica. Second prize presented by The Members of Boys Own Club.

J. E. Castro ... 1
F. H. Hyndman ... 2
Time—10 2/5 sec.

400 YARDS FLAT RACE—Confined to Sailors of Portuguese Men-of-War "Vasco da Gama," "Rainha D. Amalia" and "Patric." 3 prizes.

J. Seitel ... 1
J. Ferreira ... 2
A. Livan ... 3
Time—53 sec.

120 YARDS FLAT RACE (Handicap). Over 30 years of age. Post Entries. First prize presented by Commander J. J. Leira.

Second prize presented by Messrs. Graça & Co.

J. Alves ... 1
A. Alves ... 2
Time—14 sec.

400 YARDS FLAT RACE (Handicap). First prize presented by the Members of the Club de Beccore. Second prize presented by Mr. J. C. Barreto.

F. J. Brown ... 1
J. F. Castro ... 2
Time—53 sec.

LADIES' NOMINATION—First prize presented by Mr. F. B. da Silva. Second prize presented by Messrs. Noronha & Co.

Mr. C. H. Lopes, nominated by Mrs. Remedios.

Mr. J. A. P. Rocha, nominated by Mrs. Rocha.

120 YARDS FLAT RACE—Heavy-weight over 170 lbs. (Handicap). Post entries. First prize presented by Messrs. Barreto & Co. Second prize presented by Mr. F. A. Gomes.

J. D. Osmund ... 1
A. Rocha ... 2

SAOR RACE, 50 YARDS—First prize presented by Mr. J. M. Alves. Second prize presented by Mr. J. M. Brito.

A. J. C. V. Ribeiro ... 1
J. C. V. Ribeiro ... 2

22 YARDS FLAT RACE—(Championship). Open to all bona fide amateurs in the Colony, under Rules of the A. A. A. Post Entries. First prize presented by the Lusitano Recreation Club. Second prize presented by Messrs. Viana & Co.

Time—22 2/5 sec., one second under previous time.

HALF-MILE FLAT RACE (Handicap)—First prize presented by Messrs. Cruz, Basto & Co. Second prize presented by the Members of the Club Yvanovich.

J. A. Yanovich ... 1
P. A. Yanovich ... 2
Time—2 min. 41 sec.

TUG-O-WAR for Portuguese Sailors.—Out of three pulls the *Vasco da Gama* easily beat the *Anchieta*.

TEAM RACE, 220 yards.—First and Second prizes presented by the Lusitano Recreation Club.

O. H. Lopes (capt.), P. A. Yanovich, J. A. Yanovich and J. Fonseca ... 1
J. M. Rosa Pereira (capt.), J. Corveth, F. J. Barreto and A. O. Rosario ... 2

COMBINATION RACE, 120 YARDS.—Open to all competitors who have not won a prize (Open Events barred). First prize presented by the Hongkong Printing Press. Second prize presented by Messrs. Graça & Co.

L. Cordeiro ... 1
J. M. Rosa Pereira ... 2

On the conclusion of the sports Mrs. A. G. da Rocha presented the prizes, and was accorded three hearty cheers and a "tiger" for fulfilling this task.

CHINESE Y.M.C.A. SPORTS.

Though the weather was warm on Saturday last a most successful and enjoyable afternoon was spent by those participating in the Chinese Y.M.C.A. sports at Causeway Bay. There were thirty-six entries in all and some very close and interesting races. While no records were broken good time was made in some events.

The hundred yards was done in twelve seconds and the 440 in 59 1/2.

The Band of the Mahatras added much to the enjoyment of the proceedings.

This following is a list of winners and events: LONG JUMP—J. M. Dyer, 15 feet 4 inches (penalised 6 inches); 2, H. Mahomed; 3, C. H. Lyson.

100 YARDS HANDICAP—1, N. Mahomed (receiving three yards); 2, Kwok Shui Yan (receiving); 3, C. H. Lyson. Time—12 sec.

YETTER'S RACE; 1, M. Fernandez, 2, H. Shitina.

PUTTING THE SHOT—J. N. Dyer (penalised 6 inches), 24 ft. 5 in.; Geo. Lee, 24 ft.; 3, Wong Chuk Kwong, 23 ft. 4 in.

BICYCLE RACE. One Mile—1, Geo. Lee, 4 min. 9 sec.; 2, A. E. Moy Hing.

GIRLS' (under 10) HANDICAP—1, Alice Danenberg; 2, Daisy Gittins; 3, Ella Rogers.

THREE-LEGGED RACE—1, Mahomed and Dyer; 2, Tang Sam Ho and Kwok Shui Tan; 3, Geo. Holt and Wong Po Kong.

BOYS' (under 12) HANDICAP—1, Ho Chi Wing; 2, Si Lung; 3, Kwong Hing Sang.

LADIES' NOMINATION.—In this race the ladies were given a handicap and the gentleman ran a hundred yards with a pencil with which the lady drew the likeness of a pig. The count was made allowing 80 per cent for the drawing and 20 per cent, for speed—1, C. H. Lyson, nominated by Miss Gittins; 2, Wong Chuk Kong, nominated by Miss Ho Sin Ting; 3, Chai Pak Yuen, nominated by Miss Violet Chan.

TEAM RACE.—Won by the Yellow Team composed of Messrs. Wong Lyson, Wong Shui Xi, Yim, Wong, Wong Po Kie.

OBSTACLE RACE.—Distance, 220 yds., 50 yards to tables under which the runner was obliged to scramble, 170 yds. to water jars, which were carried to the finish after having been passed under four coils of the tag of war rope—1, J. M. Dyer; 2, N. Mahomed; 3, Chai Pak Yuen.

CONSOLATION RACE, 100 yds.—1, Wong San Nin; 2, Wong Po Kie.

TWO OR WAR.—Dr. Ho Nai Hop's Team beat J. M. Wong's Team.

440 YDS. HANDICAP—1, Mahomed (receiving 20 yards); 2, Chai Ching Po (receiving 40 yds.); Wong San Nin (receiving 160 yards). Time 59 1/5 sec.

EGG AND SPOON RACE—1, O. H. Lyson; 2, Kwok Shui Yan; 3, Geo. Holt.

INTERPORT GOLF.

On Friday and Saturday last a Hongkong team was to have competed with a Shanghai guide for the Shanghai Challenge Cup. News was received from Tientsin, Kobe and Yokohama that these clubs would not be able to compete for the Challenge Cup.

BRITISH AMATEUR BILLIARD CHAMPIONSHIP.

The competition for the Billiard Association Amateur Championship was continued at Glasgow on March 2nd, when Mr. R. Blair (Scottish champion) and Mr. Edgar Thomas (Welsh champion) played their heat of 1,000 up in the semi-final round. The principal breaks during the afternoon were 34, 71, 24 (twice), 50, 44, 21 (three times), and 22 by Mr. Blair, while Mr. Blair made 20, 55, 23, 27, 33, 41, 36, 25, and 30. The scores at the interval were—Mr. Edgar (in play), 500; Mr. R. Blair, 495. The final scores were—Mr. Thomas, 1,000; Mr. Blair, 999.

ONE-WHEELED RICKSHAS.

It is rumored that a syndicate, composed of Chinese merchants, is in course of formation in Peking for the furtherance of trade with China. One of the principal items of import is to be rickshaws in the manufacture of which a new invention has recently been made. The new invention has one wheel only, the vehicle being much on the principle of the mono-cycle and it is said to be found perfectly safe and to have many advantages over the old-fashioned article. In that no jarring drag is experienced by the occupant when negotiating corners, besides accomplishing a considerable reduction in wear and tear of the puller.

ACROSS CHINA AND TURKESTAN.

1.—PEKING TO HONAN.

The appended article is the first of a series by Dr. Morrison, *The Times* Peking correspondent, who is travelling across China and Turkestan towards the railway at Tashkent. The letter is dated Shensi, January 31st.

On January 15th I left Peking on the first stage of a journey, along the great highway of Central and Western China. As far as Changchow I travelled by the Peking-Hankow trunk line, and there changed on to the transverse line which joins the city of Khafeng—the capital of the province—with Honanfu, one of the historic capital cities of China. At Honanfu, known for centuries as Loyang, I left the railway and followed the course of its projected extension to Shensi, the capital city of Shensi Province. Greatly in this extension to be desired. From Changchow to Honanfu in a distance of 72 miles; from Honanfu to Shensi the projected extension would be 260 miles. Its route has already been surveyed and an estimate made of its cost by Mr. D. P. Ricketts, the newly-appointed engineer-in-chief of the Northern Railway. A patriotic movement was started to provide local funds for the construction, so that it might be independent of foreign capital, but the effort has been a failure. Up to the present only about £50,000 has been promised. Chinese capitalists who can, by fairly safe investment, obtain from 12 to 24 per cent per annum are reluctant to provide capital yielding under Chinese management a doubtful 5 per cent.

Other sources are, however, available. Treasure to the value of millions sterling is hoarded in the Palace at Peking, and the time may come when some of this abundance may be put to a profitable use. The Railway Administration may yet have power to devote the surplus earnings of the railway to the construction of the line that are productive pay very handsomely indeed—to the building of new railways. Further, there is the unexpended balance of the £1,500,000 subscribed by British investors for the construction of the Shanghai-Hankow-Ningpo Railway. Up to the present the provinces have used on this railway only a comparatively small proportion of this loan, and have built the section of the railway from Shanghai to Hankow mainly with their own money. The main portion of the whole loan has been transferred to China, but the amount actually used for the purpose for which it was subscribed is so small that the provinces have expressed their ability and their desire to refund to the British the whole amount so expended. Whether the struggle to induce the provinces to employ this money for the purpose for which it was subscribed will continue, or whether a compromise will be agreed upon and the money be employed for the building of some other railway, remains to be seen. Should the latter alternative be adopted there is no line which it could be more profitably employed than for the extension of the Honan Railway westward to Shensi.

THE EFFECTS OF RAILWAY CONSTRUCTION.

In no other land has railway construction so great a future as in China. Improved means of communication is the crying need of the country. In the lower country of Central China the roads are exceptionally bad, and as the bridges are never repaired there is steady deterioration in road communication and a consequent steady increase in the cost of living. In a normal time, when the road is at its best and process at its lowest, freight from Honanfu to Shensi by heavy cart is equivalent to a freight less than 5d. per ton per mile; during the rains traffic is occasionally suspended for eight weeks at a time, and even the slightest fall of rain causes delay owing to the tenacious character of the mud which forms the roadway. What railways can do for China is evident from the Peking-Hankow trunk line. The growth of prosperity along its route is quite extraordinary. Round every station the settlements have been extended, the houses are of a better type, and the inns, goldwashes, warehouses, and coal yards have been greatly improved. Coal is abundant. In the province of Shensi, which lies parallel to the course of the railway as far as the Yellow River, is the greatest undeveloped coalfield in the world. In several places branch lines run from the main line to the coalfields, and their construction is steadily proceeding along its route is quite extraordinary. Round every station the settlements have been extended, the houses are of a better type, and the inns, goldwashes, warehouses, and coal yards have been greatly improved.

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NOTICES TO CONSIGNEES

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THE Steamship

PRINZ LUDWIG.

Having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Tobacco, and Valuable, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 30th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst. at 9.30 A.M.

All Claims must reach us before the 31st April, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo

Ex: S.S. "CHERRY" from Rio de Janeiro.

Ex: S.S. "TANZANIA" from Singapore.

Ex: S.S. "FELDMARSHAL" from Zanzibar.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZEE AND STRAITS.

THE P. & O. S. N. Co's Steamer

"SARDINIA."

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 30th inst. at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 24th March, 1910. [1]

FROM EUROPE.

THE H.A.L. Steamer

"ALEXIA."

Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained as the Goods are landed.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 30th inst. at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 25th March, 1910. [457]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "ERROLL."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st prox. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., Ltd.,
Agents.

Hongkong, 26th March, 1910. [458]

TO THE DEAF.

TO THE DEAF.

SIMPLE HOME TREATMENT REVOLUTIONARY METHOD OF TREATING DEAFNESS.

FULL DESCRIPTION SENT FREE.

A marvellous discovery has just been given to the world which adds one more victory to the many triumphs of science over disease.

The Deaf can hear!!!

No longer need deaf people go about wearing the strained, pathetic expression caused by their affliction, a positive burden to themselves and those around them. No longer need they incur the expense or suffer the pain of dangerous surgical operations, useless methods, or cumbersome apparatus.

Old prejudices and time-worn fallacies have been entirely swept away. This wonderful discovery enables the patient to cure themselves speedily and surely in their own home, without a visit to the doctor or even the aid of an appliance.

The current number of the "Otolological Gazette" contains a full description of this new method of treatment. A copy of this issue will be sent free of charge to every reader who is suffering from Loss of Hearing or Ear Trouble in any form.

Write to-day (a postcard will do) and secure a free copy before the edition is exhausted, addressing "THE AURAL REMEDIES, CO., Dept. 133, Craven House, Kingsway, London, England." [459]

REFORM OF THE LORDS.

Mr. Balfour made a speech of great significance on the subject of the reform of the House of Lords when he was the guest on March 4th of the City of London Conservative Association at a banquet at Merchant Taylors' Hall. The following are the main points of his speech:—

What justification can there be for those who, like myself, think there ought to be some change in the constitution of the second Chamber? I will tell you what are my views on the point. It is not that the House of Lords as at present constituted is not efficient. Never has its debate been on a higher level. Never has it held more men of great experience, great knowledge of affairs, great public spirit. Never has it shown itself, in my opinion, more capable of doing that which it is one of the main businesses of a second Chamber to do—namely, to see that any great and fundamental change in our Constitution or in our practices should be submitted to the considered judgment of the country. It is not that the House of Lords lacks efficiency. It is that in the present condition of public opinion it lacks strength. It lacks that kind of strength which would enable it to defy the sort of attack which has been made absurdly and, as I think, soundlessly made upon it. I do not want a better second Chamber; I want a stronger second Chamber, and I know no better source from which that source of strength can be derived than the House of Commons itself. It is not that the House of Commons derives all its power, namely, the feeling that there is some direct and formal connection between public opinion and the second Chamber.

BROAD PRINCIPLES.

But I do hope—I say this with great deference, because there are high authorities upon this difficult constitutional problem at present in the room—I hope that we shall remember certain broad principles which ought to govern, as I think, every man who attempts to touch the immemorial Constitution of this country. In the first place, do let us remember that in a second Chamber we do not want a copy of the first Chamber. We do not want the second Chamber to be another House of Commons. That would be to deprive the second Chamber of all its value as an appeal in the constitutional machine, as a part of the system by which progress is made steadily, is made cautiously, is made permanently effective. What you want in the second Chamber is not a repetition or rival of the first Chamber. What you want is a Chamber which shall not arrogate to itself, as foreign second Chambers have too often done, the powers of the first Chamber, the powers of the House of Commons. That would be to deprive the second Chamber of all its authority and all its power. I have been a member of the House of Commons, and should look with great dismay upon a change in the House of Commons similar to that which has befallen either the representative Chamber in France or the representative Chamber in the United States of America. That leaves the first principle. The second principle is that if you are to carry that out you must have men who are not tamely obedient to the House of Commons, men who are not help being to two influences. One is the passing passion of the moment; the other is the aboriginal machine—the caucus or whatever you choose to call it. In the House of Commons it is extremely difficult for the independent thinker, at all events the independent speaker, to resist still less to flourish, and he finds great difficulty when the moment comes round for his election. I do not want in either assembly too many crochets—too many doctrinaires, too many men who proceed merely their own particular hobby and refuse to work with great bodies of their fellow-countrymen; but it would be surely a great misfortune if it were impossible in either Chamber to find a place for those men who by temperament, by tradition, or by training cannot fit themselves into the party system, and who, because they cannot fit themselves into the party system, find it hard to obtain, or if they obtain, find it hard to retain, a place in the House of Commons. They can find a place, and they can find a place in the House of Lords, and, above all, we want in a second Chamber, a Chamber that though not too powerful, is powerful enough to resist temporary gusts of the moment, and it represents more accurately perhaps than the House of Commons can ever represent, not the passing mood of the people, but the permanent will of the nation. One other general maxim I venture to lay down, and it is this: If there be anything, any lesson to be learned from history, tradition, or the fact that in England at least no revolution is permanent which does not take account of the past. Whatever any second Chamber is to be in the future let it be the natural development in the future of that great constitutional historic past which has made us what we are. The House of Lords has never represented social reform. The House of Lords has always been a representative Chamber, and it is as a representative Chamber they are going to be found in the future. Those people who talk about social reform—the Radical party and their Irish allies—they do not want social reform, they want political revolution.

There is no enemy to social reform like that. What are the questions we at all events, in this room, would like to see? We should like to see Tariff Reform. (Loud cheers.) I doubt whether there is anybody here who has any misgivings on that point.

LAND FOR THE PEOPLE.

Very well. Let nobody suppose, I do not suppose anybody in this room does suppose, that great social reform is going to be easy of accomplishment, even when you get the necessary majority in the House to deal with it. It is a most difficult question, a most complicated question, and a question that cannot be run side by side with political revolution. I individually as any gentleman among my constituents knows who has done me the honour of reading my address, am earnestly desirous of seeing freehold occupancy greatly increased both in town and country. It cannot be supposed that that is an easy problem. It is not a thing to be done by a stroke of the pen or the toss of a few instructions to a draftsman. It is a great and difficult question, but it is one of the most important questions that can occupy our attention. Do you think that can be dealt with if the whole mind and attention of the country are absorbed by the question of the House of Lords and other questions? It requires the undivided attention of a House and a Parliament absorbed with social reform.

POOR LAW REFORM.

I do not wish to go on enumerating these questions, but there is really one other which presses for the most earnest attention of public men, and that is the question of the Poor Law. There is not a more complicated or a more important problem, not merely for the present, but for the future of our race. Do you mean to say that, in the interests of a quarrel between the House of Commons and the House of Lords, you are going to leave this question of Poor Law reform, the thing which the Government are going to abolish the vote of the House of Lords. In doing so it is going practically to abolish a second Chamber. Supposing that succeeds, do you

IMPERIAL ISOLATION.

Has the City of London realised, as the country realised, that our delay in adopting Preference is forcing Canada to make commercial treaties, first with the country, then with that country, soon all over the world, in ignorance whether this country is going to adopt a system which will make full preference possible between Canada and this country? It is a grave misfortune for the Empire, it is a grave misfortune for Canada, it is a grave misfortune for this country, that we should stand here in our fiscal isolation, leaving our own kith and kin in ignorance as to their own policy (which they would love to modify in the imperial direction), without knowing whether the Motherland is intended to stand their efforts or whether it is not. Every interest of every class is bound up together in a policy which has been frankly abandoned by our political opponents, of which we remain the sole trustees, a policy, namely, of cautious, steady, enlightened political progress, a policy of social reform and imperial reform—social reform in its fiscal aspect and all the other aspects to which I have referred; imperial reform in that great scheme for bringing closer the different parts of the Empire, which we, at all events, in the greatest ideal which British statesmanship could entertain, and which any man might feel he had not lived in vain if he had made towards it the smallest contribution.

REMARKABLE OVERLAND JOURNEY.

INDIAN ARMY OFFICER'S LONG TRAVELS.

A remarkable overland journey of some three thousand miles, says the *Morning Post* (London), just been accomplished by Lieutenant P. D. Etherton, of the 1st Battalion of the 93rd Garhwal Rifles. The officer travelled north from India to the Trans-Siberian Railway, and then crossed for eleven and a half months, on the way, the object of the expedition was big game shooting and the study of the larger fauna of Central Asia and Mongolia. Lieutenant Etherton is only thirty years of age and has already travelled extensively in Canada, the United States, and Australia. He served in the South African War with Kitchener's Fighting Scouts, and was given the medal with several clasps. He arrived in England this week, and in the course of a conversation with a representative of the *Morning Post*, he briefly described his wonderful journey. First of all it should be stated that these accompanied Mr. Etherton his Garhwal orderly, a rifleman from his regiment. This Indian soldier shared with his officer all the perils and discomfort of this unique journey, and is now with him in England. Mr. Etherton is filled with admiration and gratitude for the splendid services rendered him by his comrade-in-arms, and cannot speak too highly of him.

Mr. Etherton gave the following itinerary: From Ladakh in the Himalayas, to Kashmir, Kashmir, Gilgit, Hunza, over the Pamirs, and by the little known Yarkand River into the Kulan Ugra Valley; thence into the Angar Sai Valley and on to Yarkand, continuing through Chinese Turkestan, over the Tian Shan Mountains to Mongolia, over the Altai Mountains to Siberia, and thence to Moscow, Warsaw, and Berlin, and then through Hannover to London.

The only person who completed the whole of the journey was Mr. Etherton, and his Garhwal orderly. The expedition also consisted of a cook, another man, and the caravan men, who were changed now and again.

"We were on an unbroken track," said Mr. Etherton. "The journey from India to the Trans-Siberian Railway overland by the route I followed has never been done before. From the time we left Kashmir until we touched the Trans-Siberian Railway it was all marching or riding. That is about 2,500 miles."

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They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Payments varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

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Write for Handbook, sent post free.

MEVILLE, GILYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France). [250]

COLEMAN'S WINCARNIS.

THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU

It refreshing and exhilarating effects are a revelation to those who have never tried it before.

"WINCARNIS" has a charm all its own, which you cannot fail to appreciate.

The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina. Vitality and Force to Men, Women and Children.

BUY IT TO-DAY

From any leading Chemist.

MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong.

No. 22, Museum Road, Corner of Soochow Road, Shanghai. [257]

VISITORS AT HOTELS.

HONGKONG HOTEL.	
Mr. P. R. Adams	Dr. S. Hough
Mr. F. Aulin	Mr. W. Johnston
Mr. J. H. Backhouse	Mr. L. J. Jap
Mr. H. C. Barker	Mr. E. G. Bell
Mr. C. P. Barker	Mr. C. F. Kenneth
Mr. G. Bowack	Mr. & Mrs. C. G. King
Mr. & Mrs. F. Breaker	Mr. & Mrs. G. T. Lloyd
Mr. & Mrs. Carter	and child
Mr. F. T. Chapple	Mr. W. Lucas
Mr. M. O. Clark	Mr. E. G. B. Lover
Mr. E. E. Colvin	Mr. D. Macdonald
Mr. H. L. Condon	Mr. B. Manfell
Mr. W. D. Conall	Mr. H. L. Marker
Mr. G. Curry	Dr. O. Marriott
Mr. W. G. Darby	Mr. & Mrs. Marnoch
Hon. Mr. W. Rees	
DAVIES.	
Major E. N. Davis	Mr. G. G. Manstath
Mr. J. H. Dorian	Mr. J. E. Menagh
Mr. A. E. Dunrich	Mr. John Merski
Mr. W. Easton	Mrs. Marnoch & maid
Capt. G. A. Forsyth	Mr. H. J. Morse
Mr. & Mrs. B. L. Frost	Mr. E. Owen
Mr. & Mrs. Fuller	Mr. & Mrs. Piesbergen
Mr. G. G. Galt	Mr. D. H. Pita
Mrs. Galt & maid	Mr. E. H. Ray
Mrs. E. H. Gill	Mr. R. K. Rodger
Mrs. V. H. Gill	Mr. A. R. Schneider
Mr. W. H. Gill	Mr. H. H. Solomon
Mr. A. Goetz	Surgeon and Mrs. A. D.
Mr. F. Gordon	Spalding, & Co.
Mr. & Mrs. C. L. Gorham	Mr. J. Spittles
Mr. V. Goulburn	Mrs. A. Square
Mr. David Haas	Mrs. L. Stouts
Capt. T. P. Hall	Mr. and Mrs. M. L.
Mr. A. Harrison	Mr. C. Thompson
Mr. O. E. V. Harrop	Mr. C. G. T. Tyler
Dr. J. E. Haussmann	Mr. and Mrs. C. H. V.
Mr. W. Healy	Wilson
Mr. John Healy	Mr. Henry Wood
Mr. A. H. Heid	Mr. G. G. Wood
Hon. Mr. and Mrs. E. A. Hewett	Mr. E. Marshall Wood
Mr. Otto Horn	

LATEST STEAMER MOVEMENTS.

THE O.S.K. str. <i>Chiango Maru</i> , which left here on the 23rd ult., arrived at Tacoma on the 24th inst.	
The N.Y.K. str. <i>Sado Maru</i> (European Line) left Singapore on the 26th inst., and is expected here on the 31st inst.	
The I.G.M. str. <i>Goeben</i> carrying the German Mails with dates from Berlin of the 9th inst., left Colombo on the 27th inst. p.m., and may be expected here on or about the 7th prox.	
The N.Y.K. str. <i>Bombay Maru</i> (Bombay Line) left Bombay for this port direct on the 25th inst., and is expected here on the 10th prox.	
The I.G.M. str. <i>Prinz Ludwig</i> , which left here on the 24th inst. at 6 a.m., arrived at Shanghai on the 27th inst. at 1 a.m.	

KING EDWARD HOTEL.	
Mr. A. W. Van Andel	Sir H. N. Mody
Mr. E. Archibutt	Mr. & Mrs. Moorhead
Mr. M. P. Beattie	Mr. & Mrs. Child
Mr. E. B. Bland	Mr. W. Muir
Mrs. Marie Breganzoff	Mr. Muller
Mr. & Mrs. Blanchflower	Mr. G. Otten
Mr. S. Carrere	Capt. and Mrs. W. O.
Mr. A. Cassin	Passmore
Major & Mrs. Chitty	Mr. Col. & Mrs. Poulton
Mr. Cochet	Mr. D. Parobolis
Mr. F. F. Coe	Mrs. Parobolis
Mr. Geo. Crouch	Mrs. Parobolis
Mr. M. David	Mr. B. Bauerberg
Capt. Dixon	Mr. W. B. B. B. B.
Mr. & Mrs. E. G. Fisher	Mr. E. Rigold
Mr. Flock	Capt. Rodolphi
Mr. G. H. Hay	Mrs. Russell
Mr. J. E. Johnson	Mr. Schandenberg
Mrs. Dolly Kaldie	Mrs. Schall
KINGDOMS PARVAT HOTEL.	
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Mr. K. J. M. Kennedy	Mr. W. R. L. Shanton
Capt. & Mrs. Kiddie	Mrs. E. J. Smith
Dr. K. Kopp	Mr. J. V. Stevenson
Mrs. Lammont	Mrs. T. S. Thomas
Mrs. Leake	Mr. E. F. Walker
Mrs. Mayston	Mrs. E. F. Williams
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ARRIVALS.

CHENAN, British str., 1,250, Lloyd Jones, 28th March—Shanghai 24th March, General—Butterfield & Swire.
 ENOAR, British str., 1,410, H. S. Malkin, 27th March—Saigon 23rd March, Rice and General—Jardine, Matheson & Co.
 FOOKSANG, British str., 1,987, T. A. Mitchell, 28th March—Calcutta and Singapore 21st March, General—Jardine, Matheson & Co.
 HITACHI MARU, Jap. str., 4,163, N. Matheson, 28th March—Shanghai 26th March, General—Nippon Yusen Kaisha.
 KUNSHONG, British str., 1,215, W. B. Brown, 28th March—Tientsin 20th March, General—Butterfield & Swire.
 LOWE, German str., 1,237, R. Wegner, 28th March—Poli Laut 18th March, Coal—Sander, Wieler & Co.
 OCEANIC, French str., 1,413, H. Sollier, 28th March—Marseilles 27th February, Mails and General—Messageries Maritimes.
 QUINTA, German str., 1,000, Schlesinger, 28th March—Saigon 23rd March, Rice—Slomson & Co.
 RUBI, British str., 1,619, A. Fraser, 28th March—Manila 26th March, Homp—Shewan, Tomes & Co.
 SAMBA, German str., 3,011, O. Müller, 28th March—Shanghai 24th March, Homp—Hamburg-Amerika Linie.
 SIKI, British str., 3,221, W. Atkinson, 27th March—Shanghai 24th March, General—Dowell & Co.
 SINGAN, British str., 1,647, F. Jamieson, 28th March—Haiphong 22nd and Hoihow 27th March, General—Butterfield & Swire.
 VORWARTS, German str., 643, Ch. Ulderup, 28th March—Amp 26th March.
 WINGHANG, British str., 1,415, Martin, 28th March—Shanghai 19th and Swatow 26th March, General—Jardine, Matheson & Co.

DEPARTURES.

26th March.
 HONGKONG, British str., for Amoy.
 ALBERTA, German str., for Shanghai.
 CHYNUA, British str., for Shanghai.
 CHYNUA, British str., for Singapore.
 DAIGO MARU, Japanese str., for Swatow.
 DEWENT, British str., for Saigon.
 EROLO, British str., for Shanghai.
 FUKU MARU, Japanese str., for Moji.
 HAICHING, British str., for Swatow.
 KIANG FING, Chinese str., for Chinkiang.
 MATTHEW, German str., for Haiphong.
 28th March.
 BEDFORD, British str., for Mira Bay.
 OCEANIC, French str., for Shanghai.
 THEMACUS, British str., for Saigon.

SHIPPING REPORTS.

The British str. Chenan reports: Light variable winds and fog.
 The British str. Wingang reports: Dense fog and light variable winds.
 The British str. Siki reports: Light airs and calm, dense fog and smooth sea.
 The German str. Samba reports: Dense fog during most of the voyage.
 The British str. Rubi reports: Fine clear weather, light N.E. monsoon, moderate and smooth sea.
 The Brit. str. Fooksang reports: Experienced light Northwesterly winds with moderate N.E. swell from Singapore to 21st Parallel, thence light Easterly winds and thick fog to port, sea smooth.

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 passengers, electric light and carries a doctor
 and stewardess.
 For information as to Passage and Freight,
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SANDER, WIELER & Co.,
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 Hongkong, 28th March, 1910. [3]

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THE Steamship

"CATHERINE APCAR,"
 Captain G. F. Hudson, will be despatched for
 the above Ports on THURSDAY, the
 31st inst., at Noon.
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 DAVID SASSOON & Co., Ltd.,
 Agents.
 Hongkong, 28th March, 1910. [41]

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 ANTWERP.

THE Steamship

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 Capt. G. C. Condy, will be despatched as above
 on or about the 6th April.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co., Ltd.,
 Agents.
 Hongkong, 29th March, 1910. [358]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., via USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 2nd April, at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	MANILA	Brit. str.	—	W. E. Le Mare, R.N.M.	P. & O. S. N. Co.	About 5th April.
LONDON, ROTTERDAM & ANTWERP.	FLINTSHIRE	Brit. str.	—	G. C. Condy	JARDINE, MATHESON & Co., Ltd.	About 6th April.
LONDON, ROTTERDAM & ANTWERP.	GLAMORGANSHIRE	Brit. str.	—	H. C. Norris	JARDINE, MATHESON & Co., Ltd.	About 21st April.
ROTTERDAM & HAMBURG via STRAITS, &c.	C. FRED. LAMBE	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINE	On 15th April.
HAVRE & HAMBURG via STRAITS, &c.	LIBERIA	Ger. str.	k. w.	Kniesel	HAMBURG-AMERICA LINE	On 15th April.
MARSEILLES, &c., via PORTS OF CALL.	TOKIN	Jap. str.	—	Charbonnel	MESSAGERIES MARITIMES	To-day, at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	HITACHI MARU	Ger. str.	k. w.	N. Matheson	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
MARSEILLES & HAMBURG via STRAITS, &c.	MYTAKI MARU	Jap. str.	—	Fasa	HAMBURG-AMERICA LINE	On 3rd April.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KYUJAN MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 13th April, at D'light.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KLEIST	Ger. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 27th April, at D'light.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	NIPPON	Aus. str.	—	O. Fukuko	MELCHERS & Co.	On 6th April, at Noon.
TRIESTE, &c., via SINGAPORE, &c.	NIPPON	Brit. str.	—	E. Tarabochia	SANDER, WIELER & Co.	To-morrow, P.M.
NEW YORK	INVERIC	Am. str.	—	J. Boyd	DODWELL & Co., Ltd.	On 25th April.
NEW YORK & BOSTON	DACON CASTLE	Brit. str.	—	J. Boyd	DODWELL & Co., Ltd.	On 12th April.
SAN FRANCISCO	STRATHSPEY	Am. str.	—	J. Boyd	SHAW, TOMES & Co.	On 2nd April.
VANCOUVER, B.C., TACOMA & SEATTLE via JAPAN	EMPEROR OF CHINA	Brit. str.	2 m.	S. Ishikawa	CANADIAN PACIFIC R.R. Co.	On 23rd April, at 7 A.M.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	K. Kawara	CANADIAN PACIFIC R.R. Co.	On 24th May, at Noon.
VANCOUVER via SHANGHAI, JAPAN, &c.	AWA MARU	Jap. str.	—	T. Sakio	NIPPON YUSEN KAISHA	To-day, at Noon.
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	INADA MARU	Jap. str.	—	M. Dawson	NIPPON YUSEN KAISHA	On 26th April, at Noon.
VICTORIA, B.C., & SEATTLE via SHANGHAI, &c.	BEATLE MARU	Jap. str.	—	M. Yagi	OSAKA SHOSEN KAISHA	On 20th April, at Noon.
TACMA via JAPAN	BEATLE MARU	Jap. str.	—	H. Raegener	TOYO KISEN KAISHA	On 27th April, at Noon.
CALLAO IQUIQUE, &c., via JAPAN PORTS, &c.	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 15th April, at Noon.
AUSTRALIAN PORTS via MANILA	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 21st April, at 4 P.M.
AUSTRALIAN PORTS via MANILA	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 13th May, at Noon.
AUSTRALIAN PORTS via MANILA	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	About 2nd April.
YOKOHAMA AND KOBE	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 13th April, at Noon.
NAGASAKI, KOBE & YOKOHAMA	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 31st inst., at Noon.
KOBE & YOKOHAMA	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	Quick despatch.
JAPAN	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 5th April, at 4 P.M.
WLADEWOSTOCK	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
TIEN-TSIN via SWATOW, WEI-HAI-WEI & CHEFOO	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 1st April, at 4 P.M.
TIEN-TSIN	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 31st inst., at 8 A.M.
SHANGHAI via SWATOW, AMOY & FOCHOW	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 2nd April, at Noon.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 5th inst., at 4 P.M.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	About 31st inst.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 1st April, at Noon.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 2nd April, at 5 P.M.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 3rd April, at D'light.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 5th April, at D'light.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	About 6th April.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 7th April, at 4 P.M.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 8th April.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 10th April, at D'light.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 13th April, P.M.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 21st April.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	Middle of April.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	Quick despatch.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	To-morrow, at 10 A.M.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	To-day, at 10 A.M.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 1st April, at 10 A.M.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	To-day, at 3 P.M.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 1st April, at 4 P.M.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 2nd April, at Noon.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 5th April, at 3 P.M.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 9th April, at 4 P.M.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 9th April, at Noon.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 31st inst., at 9 A.M.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 5th April.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 4th April, at Noon.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 8th April, at Noon.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 31st inst., at Noon.
SHANGHAI	BEATLE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	Quick despatch.

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MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
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SUVERIO	6,232	S. Shotton	On 5th May.
OCEANO	4,657	F. W. Davies	On 11th June.
KUMERIC	6,232	J. Mathis	On 5th July.

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Hongkong, 16th January, 1910.

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Hongkong, 28th March, 1910.

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SAVING 5 to 7 DAYS' OCEAN TRAVEL.

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"EMPERESS OF CHINA" SAT., 23rd April
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 "EMPERESS OF CHINA" SAT., 14th May
 "EMPERESS OF INDIA" SAT., 21st May
 "EMPERESS OF JAPAN" SAT., 28th May
 "EMPERESS OF CHINA" SAT., 4th June
 "EMPERESS OF INDIA" SAT., 11th June
 "EMPERESS OF JAPAN" SAT., 18th June
 "EMPERESS OF CHINA" SAT., 25th June
 "EMPERESS OF INDIA" SAT., 2nd July
 "EMPERESS OF JAPAN" SAT., 9th July
 "EMPERESS OF CHINA" SAT., 16th July
 "EMPERESS OF INDIA" SAT., 23rd July
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From St. John, N.B.

"EMPERESS OF IRELAND" FRI., 20th May
 "EMPERESS OF IRELAND" FRI., 27th May
 "EMPERESS OF IRELAND" FRI., 3rd June
 "EMPERESS OF IRELAND" FRI., 10th June
 "EMPERESS OF IRELAND" FRI., 17th June
 "EMPERESS OF IRELAND" FRI., 24th June
 "EMPERESS OF IRELAND" FRI., 1st July
 "EMPERESS OF IRELAND" FRI., 8th July
 "EMPERESS OF IRELAND" FRI., 15th July
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 "EMPERESS OF IRELAND" FRI., 29th July
 "EMPERESS OF IRELAND" FRI., 5th Aug.

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R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates
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Passengers Booked through to all points and AROUND THE WORLD.

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MARSEILLES via PORTS

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Hongkong, 15th March, 1910.

P. THOMAS, AGENT,
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REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR
 COAST).

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 FOR NEW YORK AND BOSTON.
 "DACE CASTLE" On 12th April.
 For Freight and further information, apply to
 DODWELL & Co., Ltd.,
 Agents.

Hongkong, 11th March, 1910. [296-312]

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,

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MEDITERRANEAN PORTS,

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THE Steamship

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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ANSAE	About 31st	Freight and
	Capt. Owen Jones, R.N.S.	March	Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 2nd	See Special
OF OCEAN	Capt. H. Powell	April	Advertisement.
LONDON AND ANTWERP	MANILA	About 5th	Freight only.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	Capt. W. R. E. Mare, R.N.S.	April	

For further Particulars, apply to
H. A. HEWETT, Superintendent.
Hongkong, 25th March, 1910.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 29th Mar., 3 P.M.
SHANGHAI	"TAMSOI"	On 29th Mar., 4 P.M.
SHANGHAI	"CHENAN"	On 31st Mar., 4 P.M.
SHANGHAI	"KUEICHOW"	On 1st Apr., 4 P.M.
SHANGHAI	"LINAN"	On 3rd Apr., 4 P.M.
SHANGHAI	"TAMING"	On 5th Apr., 4 P.M.
SHANGHAI	"ANHUI"	On 7th Apr., 4 P.M.
SHANGHAI	"CHINHUA"	On 10th Apr., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 21st Apr., 4 P.M.

DIRECT SALES TO WEST RIVER, Twice Weekly.
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AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE
FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.
For Freight or Passage apply to—
HONGKONG, 29th March, 1910. **BUTTERFIELD & SWIRE, AGENTS.**

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
TIENTSIN VIA SWATOW, WEI-HAIWEI & CHEFOO	"CHIPSING"	Tuesday, 29th Mar., 4 P.M.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 1st April, Noon.
MANILA	"LOONGSANG"	Friday, 1st April, 4 P.M.
SHANGHAI	"WINGSANG"	Saturday, 2nd April, Noon.
SHANGHAI	"HANGSANG"	Sunday, 3rd April, 4 P.M.
SINGAPORE, PENANG & CALUTTA	"KUTSANG"	Monday, 4th April, Noon.
SINGAPORE, PENANG & CALUTTA	"KUTSANG"	Friday, 8th April, Noon.
MANILA	"YUENSANG"	Friday, 8th April, 4 P.M.

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.
The Steamers "KUTSANG," "NANSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to **JARDINE, MATHESON & CO., LTD.,** Hongkong, 29th March, 1910. **GENERAL MANAGERS.**

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"TRANQUESAR" Middle of April.

For Further Particulars apply to **MELOHRS & CO., AGENTS.**
Hongkong, 18th March, 1910.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST—HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HATMUN"	SWATOW, AMOY and FOCHOOW.	TUESDAY, 29th Mar., at 10 A.M.
"HAICHING"	SWATOW, AMOY and FOCHOOW.	FRIDAY, 1st April, at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

* Swatow for Passengers only.
For Freight and Passage apply to—
DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 25th March, 1910.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAYBE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
For SHANGHAI, KOBE & YOKOHAMA:	For MANILA & HAMBURG:
S.S. ANDALUSIA	S.S. SPEZIA
On 8th April.	On 3rd April.
S.S. SILESIA	For ROTTERDAM & HAMBURG:
On 21st April.	S.S. C. FERD. LAEISZ
S.S. SENEGAMBIA	On 15th April.
On 6th May.	For HAYBE & HAMBURG:
SUSVERIA	S.S. LIBERIA
On 18th May.	On 15th April.

Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

1910.

S.S. BUJO MARU	10,500 tons gross	Sail April 27th, at Noon.
S.S. HONGKONG MARU	11,000 " "	June 25th, at Noon.
S.S. KIYO MARU	17,200 " "	Aug. 24th, at Noon.
S.S. BUJO MARU	10,500 " "	Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 " "	Dec. 21st, at Noon.

For particulars apply to **N. YAMADA, Acting Manager.**
TOYO KISEN KAISHA, King's Building.

Hongkong, 31st January, 1910.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	HITACHI MARU Capt. N. Matheson, 7,000		WED'DAY, 30th Mar., at Daylight.
	MIYAZAKI MARU Capt. T. Murai, 9,000		WED'DAY, 13th April, at Daylight.
	KITANO MARU Capt. F. E. Cope, 9,000		WED'DAY, 27th April, at Daylight.
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. K. Kori, 7,000		SATURDAY, 23rd April, from Kobe.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	AWA MARU Capt. S. Ishikawa, 7,000		TUESDAY, 29th Mar., at Noon.
	INABA MARU Capt. K. Kawara, 7,000		TUESDAY, 25th April, at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine, 5,000		FRIDAY, 15th April, at Noon.
	NIKKO MARU Capt. M. Yagi, 6,000		FRIDAY, 13th May, at Noon.
KOBE and YOKOHAMA	SADO MARU Capt. S. Horiuchi, 7,000		THURSDAY, 31st Mar., at Noon.
BOMBAY via SINGAPORE and COLOMBO	TOSA MARU Capt. Y. Nomura, 6,000		TUESDAY, 5th April.
SHANGHAI and KOBE	BOMBAY MARU Capt. Teranaka, 5,000		TUESDAY, 12th April.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi, 6,000		WED'DAY, 13th April, at Noon.

† Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 5 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 28th March, 1910. **T. KUSUMOTO, MANAGER.**

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	A. Fraser	Manila	On 2nd April, Noon.
FAZIO	2540	R. Rodger	Manila	On 9th April, Noon.

For Freight or Passage apply to **SHERWAN, TOMES & Co., General Managers.**
Hongkong, 28th March, 1910.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

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TOURS arranged to ALL PARTS of the WORLD.

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FOREIGN MONIES exchanged.

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Head Office for the Far East—
16, DES VUEX ROAD, HONGKONG.

Japan Office—
14, WATER STREET, YOKOHAMA.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

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(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
TACOMA via MOJI, KOBE and YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	WED'DAY, 20th April, at Noon.
	"CHICAGO MARU" Capt. I. Goto	6,182	WED'DAY, 19th May, at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. K. Sugi	WED'DAY, 30th Mar., at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOCHOOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 31st Mar., at 8 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

877 **T. ARIMA, MANAGER**

SHIPPING IN PORT.

STEAMERS.	PAOTING, British str., 1,270, Jones, 10th March
ANTILLOCH, British str., 5,792, A. R. Stewart, 23rd Mar.—Tacona 23rd Feb., General—Butterfield & Swire.	—Saigon 4th March, Rice and Paddy—Butterfield & Swire.
ANTUNG, Norwegian str., 904, Ole O. Danielson, 7th March—Chinking 2nd Mar., Groundnuts—Aagaard, Thorsen & Co.	PITANLUOK, German str., 1,067, D. Reimers, 27th March—Bangkok 20th March, Rice—Butterfield & Swire.
ASIA, British str., 2,936, Harry Gankroger, 24th March—San Francisco 23rd Feb., General—P. M. S. S. Co.	PRINZ SIEGMUND, German str., 1,944, D. Lenz, 27th March—Nagasaki 22nd March, General—Melchers & Co.
ATLANTIC, American str., 961, E. de Orozco, 22nd March—Manila 18th March—J. M. Bann.	PRINZ, British str., 2,067, Gass, 3rd March—Salif 1st February, Salt—Doddrell & Co.
AWA MARU, Japanese str., 3,912, S. Ishikawa, 20th Mar.—Shanghai 17th March, General—Nippon Yusen Kaisha.	RAJAH, German str., 1,275, H. C. Rober, 24th March—Bangkok and Kohsichang 17th March, General—Oder.
ATMERIC, British str., 2,789, J. Boyd, 18th March—Puguet Sound 13th March, General—Doddrell & Co.	SIGNAL, German str., 907, G. Schladier, 23rd March—Saigon 18th March, Rice, Paddy and Meal—Jensen & Co.
BENGOLO, British str., 1,933, W. A. Guy, 23rd March—Shanghai 18th March, Coal—Mitsui Bussan Kaisha.	SOSHU MARU, Japanese str., 1,805, Y. Yamamoto, 26th March—Amoy, Amoy and Swatow 25th Mar., General—Osaka Shosen Kaisha.
BORNEO, German str., 1,544, T. Sembill, 23rd March—Saigon 18th March, Coal and Cement—Bradley & Co.	SZECHUEN, British str., 1,342, Sidford, 25th March—Hongkong 23rd March, Coal—C. M. S. N. Co.
CARL DREPERICHSEN, German str., 774, J. Kayser, 26th Mar.—Haiphong and Heilow 25th March, General—Jensen & Co.	TAIYUAN, British str., 1,140, J. F. Loring, 5th March—Hongkong 3rd March, Coal and Cement—Bradley & Co.
CATHAY, Danish str., 2,648, Kruse, 19th March—Singapore 11th March, General—Melchers & Co.	TAIWAN, British str., 1,042, A. Jenkins, 25th March—Saigon 20th March, General—Oder.
CATHERINE APCAR, British str., 1,730, G. F. Hudson, 22nd March—Singapore 15th March, General—David Sassoon & Co.	FRAN, British str., 1,350, Outerbridge, 25th March—Manila 22nd March, General—Butterfield & Swire.
CEYLON MARU, Japanese str., 4,142, F. L. Eysa, 27th March—Bombay 11th March—Nippon Yusen Kaisha.	THEODIS, Norwegian str., 1,091, F. Jorgensen, 25th March—Bangkok via Swatow 24th March, Rice—Aagaard, Thorsen & Co.
CHANGHONG, British str., 1,202, Ross Lewis, 24th March—Tonnare 21st March, Coal—Butterfield & Swire.	VICTORIA, Swedish str., 939, Thor. E. Ecker, 26th March—Kwang Yen 23rd March, Cement Stone—Wallon & Co.
CHIFFINHO, British str., 1,199, F. Mooney, 23rd March—Tientsin 15th, Chefoo 16th and Weihaiwei 18th March, General—Jardine, Matheson & Co.	YERIMO MARU, Japanese str., 2,730, 20th March—Moji 14th March, Coal—Osaka Shosen Kaisha.
CHUYEN, Chinese str., 1,171, C. Stewart, 19th March—Shanghai 15th March, General—C. M. S. N. Co.	
COMPETITOR, British str., 2,216, W. W. Melhorn, 18th March—Mauritius 21st Feb., Sugar—Jardine, Matheson & Co.	
DAGNY, Norwegian str., 883, Solverson, 19th March—Kwang Yen 16th March, Cement Stone—Aagaard, Thorsen & Co.	
DEN OF OIL, British str., 2,522, H. C. Hemming, 22nd March—New York 30th December, Case Oil—Standard Oil Co.	
FITUM, British str., 839, H. Nilsen, 23rd Mar.—Saigon 18th March, Rice and General—Barrett & Co.	
FUTURA MARU, Jap. str., 3,639, S. Kuniwaki, 24th March—Moji—Coal—Mitsui Bussan Kaisha.	
GERMANIA, German str., 500, C. Jensen, 22nd March—South Sea via Sydney 27th Jan., Copra—Bjersness & Co.	
HATMUN, British str., 636, J. W. Evans, 27th March—Poochow, Amoy and Swatow 26th March, General—Douglas, Lapraik & Co.	
HENDAL, Norwegian str., 792, Johnson, 24th Mar.—Saigon 20th Mar., Rice—Aagaard, Thorsen & Co.	
HONGKONG, Brit. str., 2,555, B. S. Bainbridge, 14th March—London via Singapore 7th March, General—Nippon Yusen Kaisha.	
KACHIDAKE MARU, Japanese str., 2,123, Y. Yamaguchi, 25th March—Moji 19th Mar., Coal—Ataka & Co.	
KORICHANG, German str., 1,292, O. Scheidling, 24th March—Bangkok and Heilow 23rd March, Rice—Butterfield & Swire.	
KWANGSE, British str., 1,228, C. P. Cole, 10th March—Wakamatsu 4th March, Coal—Mitsui Bussan Kaisha.	
KWANGSE, Chinese str., 1,536, W. H. Lunt, 23rd March—Shanghai 20th March, General—C. M. S. N. Co.	
LIPCAITEN, British str., 2,347, C. S. Jackson, 19th March—New York via Port Natal 27th Dec., Case Oil—Standard Oil Co.	
LOONGSANG, British str., 1,092, F. Wheeler, 27th Mar.—Manila 24th March, Hemp and General—Jardine, Matheson & Co.	
MARON, British str., 4,467, Adams, 26th March—New York, Kerosene Oil—Standard Oil Co.	
MAVALING, British str., 1,644, G. S. Weigall, 17th March—Saigon 12th March, Logs and General—Jardine, Matheson & Co.	
MICHAEL JESSEN, German str., 951, J. Petersen, 24th March—Swatow 23rd March, Ballast—Jensen & Co.	
NIPPON, Australian str., 4,014, Tarabochia, 24th March—Shanghai 21st March, General—Sander, Wiener & Co.	

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA, OCHI, MURABE, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMATAMATA, COLLECIA, HANKOW.

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Cable addresses for above: "IYASAKI" Codes, AI, ABO 5th, Western Union.

AGENCIES—
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GEARING & Co.
MANILA: Messrs. MACDONALD & Co.

For Particulars apply to **H. OISHI, Manager,**
No. 2, Pedder, Street, Hongkong.

Hongkong, 9th January, 1909. [665]

ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR

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FROM 1ST JANUARY, 1864 TO 31ST DECEMBER, 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 60TH YEAR OF THE 76TH CYCLE.

PRICE \$2 CASH.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN route to EUROPE.

The *Assise*, with the English mail of the 4th instant, left Singapore on Saturday, the 26th inst., at 9.30 a.m., and may be expected here on or about Thursday, the 31st inst., at 6 a.m. The parcel mails closed in London for despatch by the all sea route on the 23rd February, and for despatch overland on the 2nd March.

FOR	PER	DATE
Swatow, Amoy and Focchow Shanghai, Kobe, Yokohama, Victoria and Seattle SIBERIAN MAIL TO EUROPE	Hainan ... Awa Maru ...	Tuesday, 29th, 9.00 A.M. Tuesday, 29th, 10.00 A.M.
Haikow Wohaiwei and Tientsin ...	Fiume ... Chingching ...	Tuesday, 29th, 10.00 A.M. Tuesday, 29th, 10.00 A.M.
Europe, &c., India via Antioch (Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Tonkin ... Hatching ... Loongang ...	Tuesday, 29th, 10.00 A.M. Tuesday, 29th, 10.00 A.M. Tuesday, 29th, 10.00 A.M.
Manila, Swatow, and Shanghai ... Shanghai, Peking, and Colombo ... Singapore, Penang, and Calcutta ... Tientsin, Shanghai, and Hongkong ... Shanghai, Hongkong, and Canton ...	Tamoi ... Wingang ... Hitachi Maru ... Michael Jeeben ... C. Deckerichsen ... C. Ager ... Chenau ...	Tuesday, 29th, 10.00 A.M. Tuesday, 29th, 10.00 A.M. Tuesday, 29th, 10.00 A.M. Wednesday, 30th, 11.00 A.M. Wednesday, 30th, 11.00 A.M. Thursday, 31st, 11.00 A.M. Thursday, 31st, 11.00 A.M. Thursday, 31st, 11.00 A.M.
Europe, &c., India via Antioch (Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Hatching ... Loongang ...	Friday, 1st, 9.00 A.M. Friday, 1st, 11.00 A.M. Friday, 1st, 11.00 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, HONOLULU and SAN FRANCISCO ... SIBERIAN MAIL TO EUROPE	Asia ...	Friday, 1st, 9.00 A.M. Friday, 1st, 9.00 A.M. Friday, 1st, 9.00 A.M.

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CLEARING OUT STOCK BELOW COST.

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For Life and Property is a question of adequate water supply. If you occupy an out of the way place remote from a public fire department, you are never safe from the carelessness of Servants or Children, or even from a fire in your neighbour's house, unless you are provided with an "EXCELSIOR" DOMESTIC FIRE EXTINGUISHER, which places at your disposal the means of extinguishing fire before it gets the mastery over you.

THE FEELING OF SECURITY which an Excelsior Domestic Fire Extinguisher insures to its owners will alone many times repay the cost. No. 3 Suitable for Godowns, Stores and Ships. No. 2 Suitable for Private Houses, Offices, Motor Boats, etc.

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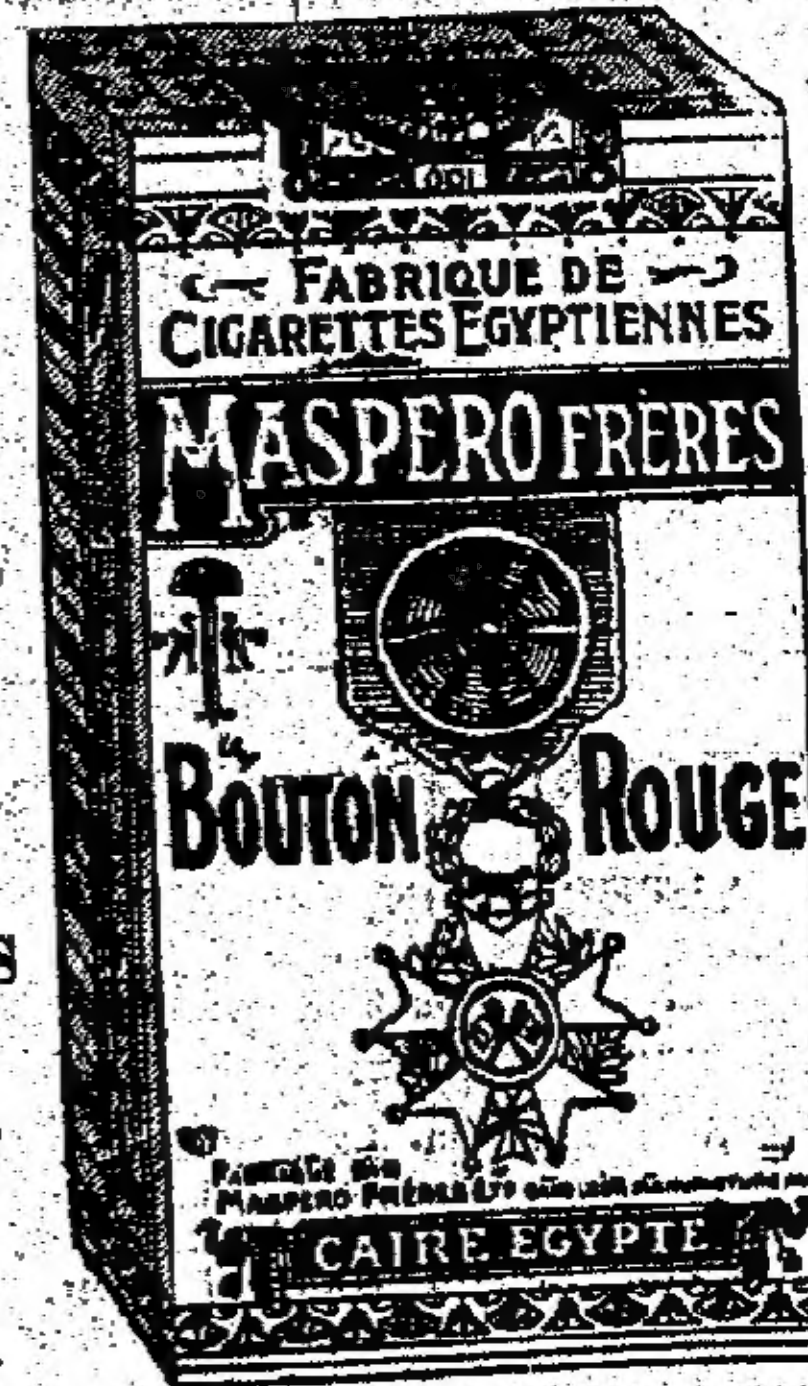
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OF TASTE.

IN 50'S & 100'S
HERMETICALLY SEALED BOXES
AT \$4.20 AND \$2.80 PER 100
FROM ALL TOBACCONISTS.



SHARE LIST.—QUOTATIONS.

HONGKONG, MARCH 24TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$955, buyers
National Bank of China, Limited	99,925	\$7	26	\$76, buyers
China Bank, Limited	8,604	12/6	12/6	\$10, buyers
Bell's Asbestos Eastern Agency, Limited	60,000	\$12	\$12	\$93, buyers
China Borneo Company, Limited	50,000	\$10	\$10	\$6, sales
China Light and Power Company, Limited	50,000	\$1	\$1	\$1, sales
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$1, sales
COTTON MILLS.				
Luo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 129, sales
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$64, buyers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 64
Laon-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 71
Boy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 370
Dairy Farm Company, Limited	40,000	\$73	\$6	\$18, buyers
DOCKS AND WHARVES.				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$60, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$59, sellers
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 82
Shanghai and Hongkong Wharf Co., Ltd.	18,000	\$25	\$25	\$10, sellers
Swire & Co., Limited	400,000	\$10	\$10	\$63, sales
Green Island Cement Co., Limited	7,000	\$10	all	\$25
Hongkong and China Gas Co., Limited	60,000	\$10	\$10	\$203, sales
Hongkong Electric Co., Limited	12,000	\$50	\$50	\$110, sales
Hongkong Hotel Company, Limited	8,000	\$25	\$25	\$85, sellers
Hongkong Ice Company, Limited	5,000	\$25	all	\$165, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$213, sellers
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$170, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$109, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$92, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$375, sales
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115, Nom.
Union Insurance Society, Limited	12,400	\$250	\$100	\$910, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$230, Nom.
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$101, sellers
China and Manilla Steamship Co., Ltd.	150,000	\$30	all	\$28, buyers
Hongkong Estate and Finance Co., Ltd.	6,000	\$50	Tls. 50	Tls. 105
Kowloon Land and Building Co., Ltd.	78,000	Tls. 50	Tls. 50	\$423
Shanghai Land Investment Co., Limited	12,500	\$50	\$50	\$50
West Point Building Co., Limited	12,500	\$50	\$50	\$50
MISCELLANEOUS.				
Societe Francaise des Charbons du Tonkin	16,000	Fcs. 250	all	\$625, buyers
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$1
Peak Tramway Co., Limited	25,000	\$10	all	\$143, sal. & buy.
Philippine Co., Limited	50,000	\$10	\$10	\$103, buyers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$173, sal. & buy.
Indo-Sugar Refining Co., Limited	7,000	\$100	all	\$129, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manilla Steamship Co., Ltd.	30,000	\$25	\$25	\$7, sellers
Douglas Steamship Co., Limited	20,000	\$50	\$15	\$31, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$30, sales
Indo-China Steam Navigation Co., Ltd.	60,000 pref. 60,000 def.	\$25	all	65, sal. L'edon
Shell Transport & Trading Co., Limited	2,000,000	\$10	\$10	\$8, buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$225, sal. & sel.
South China Morning Post, Limited	10,000	\$10	\$10	\$144, sellers
Steam Laundry Company, Limited	6,000	\$25	\$25	\$25, buyers
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10
Wm. Powell, Limited	15,000	\$7	\$7	\$3, buyers
Watkins, Limited	10,000	\$10	\$10	\$43, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$7, sellers
Weissmann, Limited	3,000	\$10	\$10	\$12, sellers
United Asbestos Oriental Agency, Limited	9,900 only	\$10	\$10	\$300
Union Waterheat Co., Limited	100 shares	\$10	\$10	\$10, sellers
RUBBERS.				
Balgownie	—	—	—	\$175 (Sta.)
Pagoh	—	—	—	\$52 (Sta.)
Allagars	—	—	—	6/9
Anglo-Malay	—	—	—	115
Carlefield, fully paid	—	—	—	275
Consolidated Malays	—	—	—	170
Damansara	—	—	—	147
Highlands and Lowlands	—	—	—	7/6 prem.
Kamunings	—	—	—	200
Kuala Lumpur	—	—	—	100
Leabury's	—	—	—	53/11
Linggis	—	—	—	45/
Sapong	—	—	—	75/
Shelford	—	—	—	170/
Surget-Kapars	—	—	—	—

Loan.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON & RMYTH, Share-Brokers

TO-DAY.
3 p.m.—Auction of Property at Sales Rooms,
by Mr. Geo. P. Lammert.
5.30 p.m.—Consecration of Protestant Cem-
tery, Happy Valley.
9 p.m.—New No. 1 Handman Opera Co. at
Theatre Royal.—The Dollar Princess.

FORTHCOMING EVENTS.
Wednesday, 30th March.—Buffs Regimental
Sports. Annual Meeting. Hongkong
Volunteer Reserve Association, 5.30 p.m.
Saturday, 2nd April.—Annual Devonian Dinner
at Devonian Society, at Hongkong Hotel.
Wednesday, 13th April.—Thirty-Seventh Ord-
inary Yearly Meeting of Union Insurance
Society of Canton, Ltd.
Wednesday, 13th April.—Forty-Fourth Yearly
Ordinary Meeting of China Traders'
Insurance Co., Ltd.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

	March 24th.
ON LONDON.—	
Telegraphic Transfer	1/9
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Documentary Bills at 4 months' sight	1/9 1/2
ON PARIS.—	
Bank Bills, on demand	22 1/2
Credits, at 4 months' sight	22 1/2
ON CANTON.—	
On demand	17 1/2
ON NEW YORK.—	
Bank Bills, on demand	42 1/2
Credits, at 60 days' sight	43 1/2
ON BOMBAY.—	
Telegraphic Transfer	130 1/2
Bank, on demand	130 1/2
ON CALCUTTA.—	
Telegraphic Transfer	130 1/2
Bank, on demand	130 1/2
ON SHANGHAI.—	
Bank, at sight	7 1/2
Private, 30 days' sight	7 1/2
ON YOKOHAMA.—	
On demand	86
ON MANILA.—	
On demand	86 1/2
ON SINGAPORE.—	
On demand	7 1/2
ON BATAVIA.—	
On demand	106 1/2
ON HAIKOW.—	
On demand	8 1/2
ON SAIGON.—	
On demand	7 1/2
ON BANGKOK.—	
On demand	7 1/2
SOVEREIGNS, Bank's Buying Rate	\$11.40
GOLD LEAF, 100 fine, per tola	\$39.30
SILVER, per tola	\$23

SUBSIDIARY COINS.

	per cent
Chinese	20 cents pieces—88 1/2 discount.
Chinese	10 "—89 1/4 "
Hongkong	20 "—88 1/2 "
Hongkong	10 "—88 1/2 "

OPUM.

	March 24th.
Malwa New	\$2750/2800 per picul.
Malwa Old	\$2790/2800 "
Malwa Older	\$2810/2820 "
Malwa V. Old	\$2830/2840 "
Perian fine quality	\$1700/1800 "
Perian extra fine	\$2600/2700 "
Patna New	\$2750 per chest.
Patna Old	\$2800 "
Benares New	\$2800 "
Benares Old	\$2800 "

VESSELS EXPECTED.

THE INDIAN MAIL.

The Indo-China str. *Kunming* from Calcutta and the Straits left Singapore for this port on the 25th inst.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of China* arrived at Yokohama on 7 a.m. on Friday, the 25th inst., and left again at 3 p.m. same day for Kobe, where she is due to arrive at 3 p.m. on the 26th inst.

THE ENGLISH MAIL.

The P. & O. str. *Assaye* left Singapore for this port on the 25th inst., at 3.30 a.m., with the outward English Mail, and is due here on the 31st inst., at about 6 a.m.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Coblenz* left Yape on the 28th inst., at 7 a.m., and may be expected here on or about the 4th prox.

THE AMERICAN MAIL.

The P.M. str. *Monopoly* left Yokohama on the 26th inst., and is scheduled to arrive at Hongkong on the 8th prox.

MERCHANT STEAMERS.

The Bank Line Ltd. str. *Swarc* left Vancouver on the 13th inst. for Hongkong via Japan ports.

The Nagasaki Line str. *Acholi* left the United Kingdom on the 12th inst. for Hongkong via Straits.

The str. *Glenroy* left Singapore on the 24th inst., and is due here on or about the 31st inst. a.m.

The O.S.K. str. *Seattle Maru* left Tacoma for this port via Japan and Manila on the 4th inst., and is expected to arrive here on or about the 12th prox.

報新外中港香

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BORDEAUX.

CLARETS AND COGNACS.

FOR AGENCY APPLY TO
HUGO C. A. FROMM,
HAMBURG.

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